

U.S. Department
of Transportation

United States
Coast Guard



LOCAL NOTICE TO MARINERS

Coastal Waters From Shrewsbury River, New Jersey to Little River, South Carolina

ANNUAL EDITION

January 2, 2001

00NIS Watchstander, 24 hours a day at (703) 313-590000

00INTERNET ADDRESS00

HTTP://www.navcen.uscg.mil

OR

FTP://ftp.navcen.uscg.mil

The Annual edition of the Local Notice to Mariners contains all information relevant to the waterways within the Fifth Coast Guard District. This Annual edition should be retained as a reference for subsequently issued Monthly/Weekly Supplements. Subscription to the Local Notice to Mariners (LNM) publication is free. If you have questions about the LNM or wish to be on the mailing list, contact:

COMMANDER, FIFTH COAST GUARD DISTRICT (Aowa)

431 Crawford Street, Portsmouth, Virginia, 23704-5004

Telephone (Day): 757-398-6486. To order LNM: Ext. 6486

24 Hour FAX: (757) 398-6303

BROADCAST NOTICE TO MARINERS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. The following **Broadcast Notice to Mariners(BNM's)** have been issued since last week:

CCGD5 (D5)	D5-0680, 0681, 0799, 0800,
Group Philadelphia	PH- 0374, 0378, 0379, 0001, 0002
Group Atlantic City	AC- 0292, 0294, 0297
Activities Baltimore	BA-0642, 0644, 0645, 0646, 0650, 0654, 0665, 0666
Group Eastern Shore	ES- 0124
Group Hampton Roads	HR- 0632, 0633, 0634, 0635, 0637, 0639, 0643
Group Cape Hatteras	CH- 0194,0196, 0197, 0198, 0199, 0201, 0202, 0203, 0204
Group Fort Macon	FM- 0425, 0426, 0428, 0430, 0431

REFERENCES: Light List Reference: **ATLANTIC COAST, VOLUME 2, COMDTPUB P16502.2, 2000 Edition**

U.S. Coast Pilot 3, Atlantic Coast: Sandy Hook to Cape Henry (34th Edition).

U.S. Coast Pilot 4, Atlantic Coast: Cape Henry to Key West (32st Edition).

All bearings are in degrees TRUE - All times are in Local Time unless otherwise noted.

NAVIGATION INTERNET SITES

Chart Corrections: <http://chartmaker.ncd.noaa.gov> and <http://www.maptech.com>
Lightlist Corrections: http://pollux.nss.nima.mil/pubs/USCGLL/pubs_j_uscgl_l_list.html
Coast Pilot Corrections: <HTTP://CRITCORR.NCD.NOAA.GOV>
Chesapeake Bay Weather Buoys: <Http://www.cbos.org/client.cgi>

NOAA Weather Buoy sites:	http://seaboard.ndbc.noaa.gov/Maps/wrldmap.shtml
Weather:	http://www.intellicast.com/
LANTAREA District 5 Office to Aids to Navigation	http://cgweb.lant.uscg.mil/LANTAREA/Aow/Aowa/default.asp

I SPECIAL NOTICES: This section contains information of Special concern to the Mariner.

PRUDENT MARINER ADVICE- COLLISION AVOIDANCE RECOMMENDATIONS

- Recent events have brought to light the need for the maritime community to refresh a few basic principles of collision avoidance. These principles are discussed in the recommendations that follow. The first recommendation addresses radar detection problems associated with relatively small vessels, especially those with non-metallic hulls. The second and third recommendations address navigational safety problems peculiar to high-speed craft and vessels of unique design.
- With the advent of improved radar technology and collision avoidance systems such as ARPA, mariners have increased their reliance on radar for navigation, especially when navigating in restricted visibility conditions. Radar is an effective collision avoidance tool; however, for these systems to work effectively, a strong, repeatable radar return is required. Small vessels, especially those with non-metallic hulls, often go undetected on radar because of the weak radar returns they produce. A strong radar signature is vital for these vessels in order to reduce the risk of collision in low visibility conditions. The most reliable way to ensure a strong radar signature is to provide flat metal surfaces well above the waterline, facing all directions. The easiest solution is to install a radar reflector at the highest point possible on the vessel. Radar reflectors are highly recommended for all vessels of wood or fiberglass construction. They are readily available at marine supply stores and are quite inexpensive, with high quality models available for well under \$100.00.
- Although the above recommendation focuses on the importance of providing a good radar signature, this does not diminish the importance of knowing and understanding the limitations of radar equipment. Modern collision avoidance systems can lull a mariner into a false sense of security and complacency. Mariners must understand that a weak or intermittent signal can often cause this equipment to provide misleading information. As long as there are vessels with non-metallic hulls and lacking radar reflectors, or other conditions (e.g. environmental conditions) that limit radar effectiveness, mariners must pay attention to their radar equipment limitations.
- With regard to High Speed Craft (HSC) and certain other vessels of unique design, we have seen novel designs and arrangements that do not fully account for the requirements of the Navigation Rules. For example, vessels with multi-hull designs can present problems regarding the posting of a proper lookout. Due to design and safety considerations, lookouts on these vessels typically can not assume a watch station forward of the bridge. Instead, on many vessels, the lookout is assigned to the sheltered confines of the bridge. This defeats the visibility and hearing advantages that exist on conventional vessels and may thwart the original intent of the Navigation Rules. This problem should be brought to the attention of the operators of these types of craft. Operators should be reminded of their responsibility to maintain a proper lookout at all times in accordance with Rule 5 of the Navigation Rules.
- In providing a proper lookout, audible capabilities must not be overlooked. If a lookout is posted on the bridge, hearing ability is seriously degraded or otherwise non-existent. Sending a lookout to an exterior location may appear to be a simple and practical solution, but as previously noted, vessel design limitations and safety concerns for the lookout often come into play. To further aggravate matters, especially for HSC, even if the lookout can assume an exterior watch position, hearing capability is likely degraded by wind noise. In order to meet the intent of Rule 5, it may be necessary for operators to reduce vessel speed or otherwise provide a sheltered location for the lookout. In order to maximize both audible and visual capabilities, particularly during low visibility and nighttime operations, operators should consider reducing vessel speed and posting multiple lookouts at sheltered, exterior locations.
- In the near future, sound reception systems may offer a viable alternative for satisfying Rule 5 of the Navigation Rules. These systems are electronic navigational aids that enable the officer on watch to hear outside sound signals inside a totally enclosed bridge, thus allowing the lookout function to be performed within the confines of the bridge. An IMO resolution was adopted in December 1998 to address the functional requirements and installation of such systems. The development and evaluation of prototype systems remains a pending issue.
- Another problem, unique to many HSC, is their ability to outrun their sound signals while operating in restricted visibility. Because the audibility range of a sound signal is often less than 2 Nautical Miles, it is quite possible for an HSC to travel beyond the audible range of its signal before the next signal is sounded. For example, according to COLREGS, ANNEX III, a vessel of less than 75 meters in length need only have a sound signal with an audible range of 1 Nautical Mile. If sound signals are given at two-minute intervals, the HSC will outrun the audible range of its signal when travelling at speeds over 30 Knots. This condition can place any vessel operating beyond the audible range at risk of collision.
- The above problem can, and does, exist regardless of the "safe speed" provision given by Rule 6 of the Navigation Rules. Some HSC are known to operate in near-zero visibility conditions at speeds exceeding 30 knots (in open water). With the availability of advanced collision avoidance systems, the operators of these vessels will contend that this practice is safe and inline with the "safe speed" provision of the Rules. However, legal precedent has established that, in low visibility conditions, a craft capable of stopping within half the distance of the visibility is operating at a "safe speed". With this in mind, the safest and most effective way for HSC to rectify the problem of outrunning sound signals in low visibility conditions is to decrease vessel speed. However, another consideration may be to increase the frequency of sound signals (The Navigation Rules require signals at intervals of not more than two minutes). If the latter option is chosen, mariners are reminded of their obligation to operate at a safe speed at all times. Further, in determining an appropriate sound signal interval, the audible range of the sound signal and the relative speed of an oncoming vessel in a meeting situation should be considered.

RADIO CHECKS ON CHANNEL 16 (156.8 MHZ)

As of 25 January 1985, Federal Communications Commission (FCC) Report and Order 84-478 prohibits routine radio checks with the Coast Guard on VHF-FM Channel 16 (156.8MHZ). "FCC regulations prohibit radio checks with the Coast Guard on VHF-FM Channel 16 (156.8MHZ), except when conducted by FCC representatives, qualified radio technicians installing or repairing equipment, or when requested by the Coast Guard."

BRIDGE-TO-BRIDGE RADIOTELEPHONE PROCEDURES

Federal Regulations regarding the Bridge-to-Bridge Radiotelephone Act are issued in **Title 33, Code of Federal Regulations (CFR)**, Part 26 and 47 CFR, Articles 83.251 and 893.701. Briefly, these regulations provide that all vessels: 1) 300 gross tons and over, 2) 100 gross tons and over carrying passengers for hire, or 3) 26 feet in length or more engaged in towing, must maintain a continuous watch on VHF-FM Channel 13 (156.650 MHz) for exchange of navigational safety information such as in passing situations. Vessels required to have VHF-FM Channel 13 must guard this channel full time while upon those waters governed by the navigation rules for harbors, rivers and inland waters. The use of Bridge-to-Bridge radiotelephone contributes significantly to navigation safety. Communications on VHF-FM Channel 13 relating to matters other than safety of navigation are prohibited and violators are subject to being cited and possibly fined.

BRIDGE-TO-BRIDGE RADIOTELEPHONE LISTENING WATCH

VHF radio equipment used to meet the U.S. Bridge -to-Bridge Radiotelephone Act requirement for maintaining a listening watch on the intership navigation VHF-FM Channel 13 (channel 67 in lower Mississippi River), must be capable of a continuous, uninterrupted watch. Any radio equipment capable of disrupting the VHF-FM Channel 13/67 watch by a distress call on VHF-FM Channel 16 or a distress call on the Global Maritime Distress & Safety System digital selective calling Channel 780, should either not be used or have the disruption feature disabled. For further questions contact F. L. Parker (202) 267-0358.

AVAILABILITY OF A NATIONAL OCEAN SERVICE CRITICAL CHART CORRECTIONS WEB SITE

The Office of Coast Survey, National Ocean Service (NOS), NOAA, announces a new Internet service to the marine public at the following web site: <http://chartmaker.nco.noaa.gov> This service provides advance notification of critical chart corrections identified by NOS cartographers during nautical chart updating activities. Critical chart corrections are either recently identified hazards to navigation or are information regarded by NOS as essential for safe navigation, e.g. channel conditions, bridge and cable clearances, regulatory changes. Critical chart corrections posted on this web site are forwarded to the United States Coast Guard (USCG) and the National Imagery and Mapping Agency (NIMA) for inclusion in their **Local Notice To Mariners (LNM)** and **Notice To Mariners (NM)** respectively. Additionally, updates to the **United States Coast Pilot, Volumes 1-9**, are posted on this web site. This web site must not be viewed as a substitute for either the USCG LNM or the NIMA NM. Aid to navigation changes and other important information published in USCG and NIMA notices are not available on this web site.

CAUTION TO BE USED IN RELIANCE UPON AIDS TO NAVIGATION

The aids to navigation depicted on charts comprise a system of fixed and floating aids with varying degrees of reliability. Therefore, prudent mariners will not rely solely on any single aid to navigation, particularly a floating aid. With respect to buoys, the buoy symbol is used to indicate the approximate position of the buoy body and the sinker, which secures the buoy to the seabed. The approximate position is used because of practical limitations in positioning and maintaining buoys and their sinkers in precise geographical locations. These limitations include, but are not limited to, inherent imprecision's in position fixing methods, prevailing atmospheric and sea conditions, the slope of and the material making up the seabed, the fact that buoys are moored to sinkers by varying lengths of chain, and the fact that buoy body and/or sinker positions are not under continuous surveillance but are normally checked only during periodic maintenance visits which often occur more than a year apart. The position of the buoy body can be expected to shift inside and outside the charting symbol due to the forces of nature. The mariner is also cautioned that buoys are liable to be carried away, shifted, capsized, sunk, etc. Lighted buoys may be extinguished or sound signals may not function as the result of ice, running ice or other natural causes, collisions, or other accidents. For the foregoing reasons, a prudent mariner must not rely completely upon the position or operation of floating aids to navigation, but will also utilize bearings from fixed objects and aids to navigation on shore. Further, a vessel attempting to pass close aboard always risks collision with a yawing buoy or with the obstruction the buoy marks.

NATIONAL TRANSPORTATION SAFETY BOARD ON GPS

The National Transportation Safety Board (NTSB) has issued an Urgent Class I Recommendation to the U.S. Coast Guard following the grounding of a cruise ship. The recommendation included a request to advise mariners of the possible safety problems associated with Global Positioning System (GPS) receivers which automatically revert to dead reckoning (DR) tracking when satellite fixes are not received for a period of time.

In the case prompting this advisory, it is believed a cruise ship ran aground due to an antenna failure resulting in the loss of satellite signals. This reverted the GPS to use positions based on DR tracking as input to the autopilot. Alarms indicating the receiver was in the DR mode were not heard nor detected visually, which led to a course error of 14 nautical miles. This casualty was preventable by personnel.

Vessel operators are advised of this circumstance and are urged to review the design of their bridge systems to identify potential system and operational failure modes that might result in undetected changes to the autopilot function and develop modifications as required. Additionally, bridge officers are reminded not to rely on any single aid to navigation, but to use all navigation resources at hand.

DISCREPANCY REPORTS OF THE MARINE DIFFERENTIAL GLOBAL POSITIONING SYSTEM (DGPS)

The U. S. Coast Guard is in the Initial Operational Capability (IOC) Phase of the Marine Differential GPS Service. During IOC, the DGPS Service is available for positioning and navigation. However, users are always cautioned to use all available navigational tools to ensure proper evaluation of positioning solution. During this IOC Phase, system validation tests are being conducted, procurement and installation of the next generation of transmitters are being pursued, the control station software is being upgraded, and other problem identified during the pre-operational and IOC Phases are being resolved.

To facilitate the evaluation and development of the final DGPS Service, Reports of DGPS discrepancies are highly beneficial. To ensure timely and complete information, users discrepancy reports are required in the following format:

DGPS USER DISCREPANCY REPORT

DATE:
REPORTING SOURCE:
REPORTING SOURCE PHONE NUMBER (DAY/NIGHT):
REPORTING SOURCE POSITION: N/S W/E
GENERAL GEOGRAPHIC LOCATION:
DATE/TIME OF EVENT:
DURATION OF THE OCCURRENCE:
REPORTING SOURCE ACTIVITY:
ENVIRONMENTAL CONDITIONS (WX):
BEARING AND RANGE TO ELECTRICAL STORM: T/ NM
DGPS BROADCAST SITE IN USE:
TYPE OF DGPS RECEIVER USED:
PROBLEM DGPS RECEIVER INDICATED:
OTHER RECEIVER INDICATIONS:
DGPS BEACON SIGNAL STRENGTH OBSERVED:
DGPS BEACON SIGNAL TO NOISE RATIO OBSERVED:
USER DGPS RECEIVER OPERATES CORRECTLY WITH OTHER DGPS SITE(S): Y/N
DOES RECEIVER FUNCTION PROPERLY IN GPS MODE OF OPERATION COMMENTS:

THIS INFORMATION CAN BE SENT THE FOLLOWING WAYS:

VIA MAIL TO:
COMMANDING OFFICER/NIS
7323 TELEGRAPH RD
ALEXANDRIA, VA 22315-3998
VIA MESSAGE TO:
COGARD NAVCEN ALEXANDRIA VA//NIS//

VIA FAX:

(703) 313-5920

VIA INTERNET

E-MAIL TO: NISWS@SMTP.NAVCEN.USCG.MIL

OR BY CALLING THE NIS WATCHSTANDER AT:

(703) 313-5900

For current status of DGPS Broadcast Sites or if you require additional information contact the NIS Watchstander at (703) 313-5900. The NIS Computer Bulletin Board may be accessed at (703) 313-5910 (300-14400BPS), Communication parameters are 8 DATA BITS, 1 STOP BIT AND NO PARITY.

Internet [HTTP://www.navcen.uscg.mil](http://www.navcen.uscg.mil)

CODE OF FEDERAL REGULATIONS – Title 33 part 70 – Interference with or Damage to Aids to Navigation

No person, shall take possession of or make use of for any purpose, or build upon, alter, deface, destroy, move, injure, obstruct by fastening vessels thereto or otherwise, or in any manner whatever impair the usefulness of any aid to navigation established and maintained by the United States. Recently several offshore NOAA data buoys parted their moorings and became adrift due to excessive strain on the mooring. These navigational data buoys collect valuable on scene weather data for all mariners. These buoys are anchored to the seabed, and some have a watch circle radius of over 1 nautical mile. Once the mooring is parted and the buoy is adrift only certain Coast Guard resources can reset the aid back on its intended station. Coordinating of resources to retrieve the buoy, and place it back on station is time consuming and sometimes take weeks, thus valuable weather information cannot be obtained and relayed to mariners in need of it. Mariners are advised not to interfere with these aids to navigation and report any sightings of vessels tied off to them to the U.S. Coast Guard.

PRIVATE AIDS TO NAVIGATION

Authority: Title 33, Code of Federal Regulations, Part 66

Coast Guard Approval: No person, public body, or instrumentality not under the control of the Coast Guard, exclusive of the Armed Forces, shall establish, erect, or maintain in the navigable waters of the United States any aid to maritime navigation, without first obtaining permission to do so from the Coast Guard, nor shall any person, public body, or instrumentality change, move, discontinue or transfer ownership of any private aid to navigation so authorized without first obtaining permission to do so from the Coast Guard. Private aids to navigation shall be maintained in proper operating condition, and are subject to Coast Guard inspection at any time without prior notice.

Application Procedures: Application to establish and maintain Private aids to navigation shall be made to the **Commander, Fifth Coast Guard District (Aoww), 431 Crawford Street, Portsmouth, Virginia, 23704-5004.** Application forms (CG-2554) will be provided upon request. The applicant will complete all appropriate parts of the form and return it to the District Commander.

Corps of Engineers Approval: Before any private aid to navigation consisting of a fixed structure, or buoy for any purpose, is placed in the navigable waters of the United States, authorization to erect such a structure or establish such a buoy shall also be obtained from the District Engineer, U.S. Army Corps of Engineers in whose district the aid will be located. **Cautionary Note:** Prior to the placement of any structures in the waterway to support an aid to navigation, local authorities should be contacted to ensure their requirements are met.

Protection of Private Aids: Private aids to navigation lawfully maintained are entitled to the same protection against interference or obstruction as is afforded by law to Coast Guard aids to navigation. If interference or obstruction occurs, a prompt report containing all the evidence available should be made to the Fifth Coast Guard District, and any person obstructing or interfering with an authorized private aid to navigation shall be deemed guilty of a misdemeanor and shall be subject to a fine not exceeding the sum of \$500 for each offense (33 CFR 70.0l).

ELECTRONIC UPDATE SERVICE FOR DIGITAL CHARTS

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All **Notice to Mariners** corrections from USCG, NIMA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at 301-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at 978-933-3000, <http://www.maptech.com>.

LOCAL NOTICE TO MARINERS ON THE INTERNET

Coast Guard District 5 offers the Local Notice to Mariners, (LNM), through the Internet; [HTTP://www.navcen.uscg.mil](http://www.navcen.uscg.mil) or [FTP://ftp.navcen.uscg.mil](ftp://ftp.navcen.uscg.mil). Customers capable of accessing the LNM by Internet are encouraged to take advantage of this service. Internet use delivers information faster and provides multiple copy customers the ability to print needed amount. The use of the above service would assist with reducing publishing and mailing cost. Customers deciding to take advantage of the web access vice mailed paper copy should notify **Commander, Fifth Coast Guard District (Aowa) 431 Crawford Street, Portsmouth, Virginia, 23704-5004.** The point of contact for being added or deleted from the mailing list YN3 Rick Swartz (757) 398-6486, RSwartz@LANTD5.USCG.MIL.

NATIONAL OCEAN SERVICE (NOS) – CHARTS – PUBLICATIONS – Latest Editions

The Dates Of Latest Editions, Nautical Charts and Miscellaneous Maps, dated January 1, 2001, published by the National Ocean Service, is available for issue. It may be obtained free from the National Aeronautical Charting Office, AVN-530, Federal Aviation Administration, Riverdale, MD., 20737-1199, telephone 1-800-638-8972 or from your local authorized nautical chart sales agent. This is a quarterly publication listing the most recent editions of nautical charts, miscellaneous maps and publications relating to navigation, weather, etc. with brief descriptions and up-to-date prices for most of the publications listed.

NATIONAL OCEAN SERVICE (NOS) - CHARTS, PUBLICATIONS, AND TABLES - Sales Agents

Sales agents for Charts and Coast Pilots of the National Ocean Service are located in many U. S. ports and in some foreign ports. A list of authorized sales agents and chart catalogs is available free upon request from National Ocean Service, Distribution Division (N/ACC3), 6501 Lafayette Avenue, Riverdale, Maryland 20737.

MAJOR QUALITY ASSURANCE STUDY OF NOS TIDAL CURRENT PREDICTIONS

A major statistical study of subordinate tidal current stations listed in Table 2 of both the **Atlantic Coast Current Table (ACCT)** and the **Pacific Coast Current Table (PCCT)** has been completed by the Center for Operational Oceanographic Products and Services (CO-OPS) of the National Ocean Service (NOS). The reasons for the study were:

- All major estuaries are constantly undergoing construction, dredging, and other activities that critically effect the times, speeds, and patterns of the tidal currents within the estuary.
- Older observations were very often of very short duration due to the type of instrumentation available at the time and the costs involved.
- Instrumentation for obtaining continuous current observations have only been available for about ten years and are extremely expensive. These Acoustic Doppler type meters are employed in and are what makes the Physical Oceanographic Real Time Systems (PORTS) possible. Operational PORTS systems providing real time tide, current, and meteorological data to mariners are presently available in only four major estuaries.
- The extremely high cost of obtaining new tidal current observations as well as verifying the accuracy of presently published data preclude the updating of subordinate stations in the published **Tidal Current Tables.**

Therefore the two criteria the study concentrated on were:

- The age of the data upon which the subordinate station time and speed differences are based.
- The duration of the observations upon which the subordinate station time and speed differences are based.

Just because the original data is *older* than an arbitrary date or the duration of observations is *less* than an arbitrary length does not, in and of itself, mean that the published correction factors are in error. However, it does greatly increase both the *possibility* and *probability* of error. The NOS does not have the funding, personnel, and other resources to verify or update tidal current subordinate stations. Since one of the prime responsibilities of the NOS is Marine Safety and Navigation, this study was ordered.

The results of this study are being evaluated. A major policy decision should be forth coming sometime after January 1, 2000. **This decision could result in the removal of fifty percent (50%) or more of the tidal current subordinate stations now listed in NOS Tidal Current Tables! This reduction in the number of tidal current subordinate stations could occur as early as the year 2001 Tidal Current Tables.**

TIDAL CURRENT PREDICTIONS INSIDE U.S. ESTUARIES

At present there are four U.S. estuaries with operational Physical Oceanographic Real Time Systems (PORTS) installed. PORTS systems are presently being installed in several additional estuaries. Over the next ten years there are projected to be twenty or more additional systems installed. In the past, the tidal current reference station has always been located at the entrance to each estuary. All tidal current secondary stations both inside and outside (along the coast) have been referred to the reference station at the entrance to the estuary. This will no longer be the case in estuaries with an operational PORTS system.

Estuaries with an operational PORTS system will have at *least* two reference stations. One will be the historic station at the entrance to the estuary. All secondary stations along the coast will continue to be referred to this station. The second tidal current reference station will be the primary PORTS station within the estuary. All secondary locations within the estuary itself will be referred to this location. Depending on the circulation dynamics of the estuary, daily tidal current predictions may be provided for one or more additional stations within the estuary.

Tidal current predictions for Galveston Bay, TX, have been converted to this new format in the year 2000 edition of the **Atlantic Coast Current Table (ACCT)**. Tidal current predictions for San Francisco Bay, CA; Tampa Bay, FL; and New York Harbor, NY are scheduled for conversion to this new format for the 2001 **Tidal Current Tables**. This format will be extended to each estuary as each new PORTS system is installed and becomes fully operational.

Users should be aware that receivers and applications, such as electronic charting systems, might also experience difficulties during transition periods. Users are advised to contact manufacturers of their receivers and applications to determine if they will operate properly during transition periods. Questions or comments should be referred to the Coast Guard Navigation Center (NAVCEN) at (703) 313-5900. Additional information can also be found at the NAVCEN web site at [HTTP://www.navcen.uscg.mil](http://www.navcen.uscg.mil)

INTENTIONAL ENCOUNTERS WITH WHALES PROHIBITED

From late fall to early spring, various species of whales, including the severely endangered right whale, may be encountered in the local offshore and inshore waters. Vessel operators are reminded to use caution around whales. Vessels are prohibited from approaching within 500 yards of a right whale. Vessels must steer a course away from the right whale and immediately leave the area. Intentional close approach to whales is prohibited and may result in a violation of Federal or State law.

U.S. MANDATORY SHIP REPORTING SYSTEM (WHALESSOUTH)

The U.S. Coast Guard will commence operation of the mandatory ship reporting (MSR) system (**WHALESSOUTH**) from November 15 to April 15, in conjunction with the northern right whale calving season. All vessels, 300 gross tons or greater, shall report to the Coast Guard prior to entering the southeast reporting area. Reports are required during a single voyage (that is, a voyage in which a ship is in the area to visit one or more ports or traverse the area enroute to a port outside the reporting area). Ships are not required to report when leaving port or when exiting the system.

The MSR system was adopted by International Maritime Organization (IMO) Resolution A.858(20) in accordance with the International Convention for the Safety of Life at Sea 1974 (SOLAS 74). Sovereign immune vessels are exempt from the requirement to report, but are encouraged to participate. No commercially sensitive information is being requested.

REPORTING AREA

- WHALESSOUTH:** The geographical boundaries of the southeast reporting system include coastal waters within about 25 nautical miles along a 90 nautical mile stretch of the Atlantic seaboard in Florida and Georgia. The area extends from the shoreline east to longitude 80°51.60'W with the southern and northern boundaries at latitudes 30°00.00'N and 31°27.00'N, respectively. NOAA Chart No. 11009.

REPORTING METHOD

- Vessels are required to report specific ship information to the Coast Guard upon entry into the reporting area. Direct reports should be made via INMARSAT C to one of the below addresses.
Email: RightWhale.MSR@noaa.gov or Telex: 236737831
- Vessels not equipped with INMARSAT C should report directly to one of the below addresses via alternate satellite communications equipment.
Email: RightWhale.MSR@noaa.gov or Telex: 236737831
- Vessels unable to use satellite communications equipment should contact the U.S. Coast Guard Communication Area Master Station, Chesapeake, VA via SITOR/NBDP on 8426.3 kHz, 12590.8 kHz, 16817.8 kHz twenty four hours per day, or 6314.3 kHz from 2300 GMT until 1100 GMT and 22387.8 kHz from 1100 GMT until 2300 GMT.

- Vessels unable to use satellite communications or SITOR/NBDP should contact the U.S. Coast Guard Communication Area Master Station, Chesapeake, VA via published voice frequencies.

REPORTING INSTRUCTIONS

- Vessels shall report the following information in accordance with the IMO format in Resolution A.648(16) General Principles for Ship Reporting Systems and Ship Reporting Requirements.

System name	System identifier	WHALESSOUTH.
A	Ship	Vessel name and call sign.
Paragraph	Function	Information Required
B	Date, time, and month of report	Six digit group giving day of month and time, single letter indicating time zone, and three letters indicating month.
E	True course	3-digit number indicating true course.
F	Speed in knots and tenths	3-digit group indicating knots and tenths.
H	Date, time, and point of entry into system	Date and time expressed as in (B) and latitude and longitude expressed as a four digit group giving latitude, the letter N indicating north, followed by a / , a five digit group giving longitude, and the letter W indicating west.
I	Destination and ETA	Name of port and arrival time expressed as in (B).
L	Route information	Route information should be reported as either a direct rhumbline to port (RL) and intended speed expressed as in (F), or a series of way points (WP). Vessels reporting waypoints should include latitude and longitude, expressed as in (H), and intended speed between waypoints. For vessels transiting within a traffic separation scheme (TSS), give only the waypoints and intended speed for entry and departure of TSS.

b. Reports shall follow the prescribed format shown below. Reports should be sent as a direct email or telex. Use of batch message routing services may delay receipt of a report:

c. **WHALESSOUTH – TO: RightWhale.MSR@noaa.gov**

WHALESSOUTH//
A/BEAGLE/NVES//
B/270810Z MAR//
E/250//
F/17.0//
H/270810Z MAR/3030N/08052W//
I/MAYPORT/271215Z MAR//
L/RL/17.0//

HIGH SEAS DRIFTNET (HSDN) ACTIVITY

IN 1991 the United Nations passed resolution 46/215 prohibiting the use of large scale driftnets on the high seas, world wide. The U.S. Congress subsequently passed the High Seas Driftnet Enforcement Act, establishing prohibitions and sanctions against the use of driftnets.

HSDN and vessel characteristics:

HSDN vessels characteristics are similar to foreign squid vessels and long liners with a working deck forward of the superstructure amidships. The most distinguishing characteristic of a HSDN vessel is the large tube running from the working deck amidships to the net bin aft. HSDN vessels are typically 30 to 40 meters (100 to 150 feet) in length. HSDN vessels typically operate seaward of the U.S. 200 NM Exclusive Economic Zone. Other characteristics include extra bags of net piled about the decks, net marker buoys on the open side of the working deck. When identifying HSDN vessels please note if there is a flag flying and any name or numbers on the hull. Driftnets in the water will have white and yellow floats and a large round buoy marking both ends. Nets in excess of 2.5 km (1.5 miles) are illegal. Pictures identifying HSDN vessels characteristics can be provided upon request at (510) 437-3700 or Telex 172343. Public information on HSDN vessels and activity will greatly assist the U.S. Coast Guard's efforts to enforce the United Nations moratorium against HSDN fishing.

NJ – PA – DE - MD – VA – NC - MARINE INFORMATION AND COASTAL WEATHER BROADCASTS

The Fifth Coast Guard District stations listed below announce all Broadcast Notice to Mariners (initial call-up) on 2182 KHz (SSB) and/or 156.8 MHz (Channel 16 VHF-FM) and shift to 2670 KHz (SSB) and/or 157.1 (Channel 22 VHF-FM) where the complete broadcast text is read. These stations broadcast marine information and weather information upon receipt and on the following listed times and frequencies.

<u>Station</u>	<u>Frequency</u>	<u>Time (in GMT)</u>		<u>Weather</u>	<u>Notice To Mariners</u>
Coast Guard Group Atlantic City	Ch 22 2671.4(2670) KHz	2303	1103	yes	yes
Coast Guard Group Philadelphia	Ch 22	0035	1235	no	yes
Coast Guard Group	Ch 22	0130	1205	no	yes

Baltimore

Coast Guard Group	Ch 22	0200	1145	no	yes
Eastern Shore	2671.4(2670) KHz	0233	1403	yes	yes

<u>Station</u>	<u>Frequency</u>	<u>Time (in GMT)</u>		<u>Weather</u>	<u>Notice To Mariners</u>	
Coast Guard Group	Ch 22	0230	1120	no	yes	
Hampton Roads	2671.4(2670) KHz	0203	1333	yes	yes	
Coast Guard Group	Ch 22	0100	1055	no	yes	
Cape Hatteras	2671.4(2670)KHz	0133	1303	yes	yes	
Coast Guard Group	Ch 22	0130	1030	no	yes	
Fort Macon	2671.4(2670)KHz	0103	1233	yes	yes	
Coast Guard	448 kHz	0020	1520	yes	yes	
CAMSLANT	518 NAVTEX "N"	0130	0730	yes	yes	
		1330	1930			
	4426.0/6501.0/ 8764.0	0400	0530	yes	no	
		1000				
Chesapeake	6501.0/8764.0/ (NMN)	1130	1600	yes	no	
	13089.0	2200	2330			
	8764.0/13089.0/ 17314.0	1730			yes	no

Mariners are invited to forward their comments on the performance of the Local Notice to Mariners Broadcast System with special reference to the following:

- A. Subject matter
- B. Readability of Broadcast
- C. Schedule of Broadcast
- D. Availability at Ports, Marinas, Yacht Clubs, etc.

Please contact the following address:

**Commander,
Fifth Coast Guard District (Aowa),
431 Crawford Street,
Portsmouth, VA 23704-5004**

SEASONAL CHANGES/REMOVAL OF AIDS TO NAVIGATION

Coast Guard Aids To Navigation Units have commenced their seasonal relieving of and changes to aids to navigation within the Fifth Coast Guard District. Mariners are advised to refer to the **LIGHT LIST, VOLUME II, ATLANTIC COAST, SHREWSBURY RIVER, NEW JERSEY TO LITTLE RIVER, SOUTH CAROLINA 2000 Edition** for specific dates on when certain aids to navigation may be removed or advertised characteristics changed due to these seasonal changes.

NJ - DE - SEACOAST - Sonobuoy Operations

Mariners are advised that sonobuoy operations will be conducted during daylight hours in the area bounded by the following points:

38°36'00"N 075°00'00"W
38°45'00"N 074°53'00"W
38°45'00"N 074°20'00"W
38°00'00"N 073°05'00"W
38°00'00"N 075°11'00"W

These operations involve aircraft dropping objects at low altitudes. Mariners should exercise extreme caution when transiting the area.

Charts: 12200, 12214

VA - WILLOUGHBY BAY - THIMBLE SHOALS CHANNEL - HELICOPTER AIRBORNE MINE COUNTERMEASURES OPERATIONS

Helicopter Mine Countermeasures Squadron Fourteen (HM-14) routinely conducts airborne mine countermeasures (AMCM) operations utilizing the MH-53E helicopter at low altitudes over the following inland and coastal waterways:

- Willoughby Bay

- Thimble Shoals channel from the Naval Station Norfolk piers to the Chesapeake Bay Bridge Tunnel.

- An area of the Chesapeake Bay, adjacent to the Thimble Shoals channel from Thimble Shoals to the Chesapeake Bay bridge tunnel extending to the north four miles to form a four by seven mile rectangle.

During these operations, the aircraft will be operating at altitudes as low as seventy-five feet and will produce localized winds in excess of 125 miles per hour. Rotor wash produced winds pose a considerable hazard to vessels, especially sailing vessels. The devices the helicopters tow range in size and appearance from a large orange and white sled approximately the size of a pick up truck to slightly submerged steel pipes thirty feet in length, both of which have submerged cable extending well beyond the visible portion of the towed device. The Aircraft Commanders have been directed to exercise every effort to conflict and avoid surface vessels.

All mariners are requested to remain well clear of the helicopters, the towed devices, and the area extending directly behind the aircraft for four hundred yards. Do not approach or cross the area directly behind the towed device as a submerged hazard exists regardless of whether the device is in motion or stationary.

VA - SEACOAST/THIMBLE SHOAL CHANNEL - Low Altitude Helicopter Operations:

Mariners are advised that helicopter mine countermeasures (AMCM) operations will be conducted during daylight hours in the area bounded by the following points:

<u>SEACOAST</u>	<u>THIMBLE SHOAL CHNL</u>
37°00'00"N 75°55'00"W	37°00'27"N 76°12'46"W
37°30'00"N 75°34'00"W	37°01'23"N 76°12'24"W

37°30'00"N 75°30'00"W
37°00'00"N 75°30'00"W

37°00'09"N 76°07'38"W
36°59'12"N 76°08'01"W

36°55'00"N 75°55'00"W
36°55'00"N 75°30'00"W
36°30'00"N 75°30'00"W
36°30'00"N 75°47'00"W

CHESAPEAKE ENT

36°54'51"N 75°47'17"W
36°52'09"N 75°43'39"W
36°54'09"N 75°48'07"W
36°51'26"N 75°44'30"W

36°58'24"N 75°44'24"W
36°59'01"N 75°43'26"W
36°53'09"N 75°36'36"W
36°52'23"N 75°37'34"W

36°57'15"N 75°45'31"W
36°56'45"N 75°44'28"W
36°52'03"N 75°49'17"W
36°51'26"N 75°48'12"W

36°52'59"N 75°50'12"W
36°52'28"N 75°49'09"W
36°55'00"N 75°47'10"W
36°55'32"N 75°48'13"W

SMITH ISLAND SHOAL

37°06'42"N 75°44'54"W
37°04'42"N 75°38'36"W
37°03'43"N 75°44'54"W
37°02'43"N 75°38'36"W

37°03'42"N 75°44'54"W
37°03'42"N 75°38'36"W
37°01'43"N 75°44'54"W
37°01'43"N 75°38'36"W

37°05'24"N 75°42'14"W
37°05'24"N 75°39'46"W
37°01'30"N 75°42'14"W
37°01'30"N 75°39'46"W

These operations involve large naval helicopters at flight altitudes of 100 feet or less, towing surface and sub-surface devices at speeds up to 25 knots. Helicopters may be identified by a rotating amber position light on centerline of main hull flashing 90 times per minute. An area of hurricane-force winds exists within a 250-foot radius around these helicopters, sufficient to blow people and objects from exposed decks and capsize small craft. The towed devices may be completely invisible and include large cables on or just below the surface streaming up to 1200 feet behind the aircraft. AMCM helicopters will transit to and from the area described above in the following manner: Outboard from the seaplane ramp at the Norfolk Naval Air Station across Willoughby Bay to the main shipping channel, then easterly along the main channel to Buoy 21. From Buoy 21 either East, SE or SSE to the operating area. The return flight will follow the same path as the outbound flight. To minimize the potential for mishap, vessels are requested to remain well clear of these danger zones when AMCM operations are encountered.

Charts: 12200, 12205, 12221, 12222, 12254

NC – CAPE FEAR RIVER – Dredging

An extensive dredging project for the Cape Fear River from Lighted Buoy 10 to the turning basin in the vicinity of the USS North Carolina Battleship Memorial commenced October 02, 2000 and will continue 24 hours a day 7 days a week for the next 6 years. This project at one time or another, will effect all the aids to navigation in the Cape Fear River requiring temporary relocation of aids to facilitate dredging and blasting. Additional aids to navigation will be temporarily established as either lateral marks or as supplemental ranges to facilitate safe navigation. These changes will be published in the “**Temporary Changes – Temporary Changes Correction Section**” of the **Local Notice To Mariners**. As portions of the channel are completed and aids to navigation are reset on new positions, these positions will be published in the “**Chart Correction Section**”. The project may involve multiple dredging contractors in various locations of the river. All dredges and vessels associated with the project will monitor Channels 13 & 16 VHF-FM. Mariners are advised to contact the dredges or associated vessels to keep advised on the status of dredging/ blasting operations and river activity associated with the project and to transit the area with extreme caution. **Charts: 11536, 11537, 11539.**

NC - NEW RIVER - Firing Exercises

The Commanding General, Marine Corps Base, Camp Lejeune, North Carolina, has advised that the area in the Atlantic Ocean between a point approximately 4.5 miles east of Bogue Inlet to a point approximately 10.0 miles southwest of New River Inlet, North Carolina, within the existing danger zone (depicted as 334.440) as shown on National Ocean Service Chart 11543, will be hazardous to navigation because of field firing exercises during the following periods:

None

Firing to 3 miles seaward.

Vessels are urged to avoid the above area during the periods stated except for the Atlantic Intracoastal Waterway, where mariners traveling through this area can expect a delay of about one hour during the above times. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

The restricted areas in New River, as shown on National Ocean Service **Chart 11542**, will be closed to navigation because of firing exercises during the following periods:

Jacksonville Sector	Sunrise to Sunset daily, 01 – 31 January 2001
Farnell Bay Sector	Sunrise to Sunset daily, 01 – 31 January, 2001
Traps Bay Sector	Sunrise to Sunset daily, 01 – 31 January, 2001
Stone Bay Sector	12:01 a.m. to Midnight, 01 – 31 January, 2001
Stone Creek Sector	12:01 a.m. to Midnight, 01 – 31 January, 2001
Grey Point Sector	12:01 a.m. to Midnight, 01 – 31 January, 2001

Ship operations consisting of landing craft, amphibious vehicles, and helicopters will be conducted in the Onslow Beach operating area and all sectors of New River from 12:01 a.m. to Midnight, 01 – 31 January, 2001. Range Control Boats, Marine Corps Base Camp Lejeune, North Carolina monitor Channel 16 VHF-FM (156.8 MHz) and the working Channel 82 VHF-FM (161.725 MHz).

Charts: 11542, 11543

II DISCREPANCIES: The following is a summary of uncorrected discrepancies in aids to navigation as of **8:00 a.m., January 02, 2001.** Discrepancies will be corrected as soon as possible, and printed in the discrepancy list each week until corrected. All aids are listed in the Coast Guard **Light List, Volume II 2000 (COMDTPUB P16502.2)**

KEY TO DISCREPANCY ABBREVIATIONS

AC= Group Cape May	BA= Group Baltimore	BNM= Broadcast Notice to Mariners
CH= Group Cape Hatteras	ChannelCK= Creek	DBD= Dayboard
DBN= Daybeacon	DEST= Destroyed	ES= Group Eastern Shore
FM= Group Fort Macon	IMCH= Improper Characteristics	INOP= Inoperative
LB= Lighted Buoy	LBB= Lighted Bell Buoy	LHB= Lighted Horn Buoy
LMN= Local Notice to Mariners	LT= Light	LWB= Lighted Whistle Buoy
OFF STA= Off Station	PH= Group Philadelphia	PVT= Private Aid
RBN= Radiobeacon	REDINT= Reduced Intensity	RF= Range Front
RR= Range Rear	RIV= River	SHL= Shoaling
SND= Sound	TRLB= Temporary Lighted Buoy	TRUB= Temporary Unlighted Buoy
TRLT= Temporary Light	LGB= Lighted Gong Buoy	

DISCREPANCIES (Since December 07, 2000)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
350	Cape Charles Light	LT EXT	12200	0565HR	39/00
1175	Absecon Inlet Lighted Buoy 2	LT EXT	12318	0291AC	51/00
1580	Delaware Bay Main Channel Light 19	LT EXT	12214	0292AC	52/00
1585	Miah Maull Shoal Light	LT DIM	12304	0241AC	24/00
2910	Deepwater Point Range Rear Light	LT DIM	12311	0379PH	01/01
3580	Petty Island Lower End Buoy P	OFF STA	12312	0378PH	01/01
4230	Bordentown Bar Junction Buoy B	OFF STA	12314	0374PH	01/01
4870	Isle of Wight Bay Light 13	TRLB	12211	0055ES	22/00
4996	Sinuxpent Bay Daybeacon 1A	TRUB	12211	0031ES	13/00
5095	Sinexpent Bay Channel Buoy 23	TRUB	12211	0020ES	10/00
5326	Chincoteague Channel Daybeacon 12A	TRUB	12210	0068ES	28/00
5760	Virginia Inside Passage DBN 50	TRUB	12210	0089ES	23/97
5830	Virginia Inside Passage DBN 73	TRUB	12210	0147ES	47/99
5835	Virginia Inside Passage DBN 75	TRUB	12210	0146ES	47/99
5855	Parker Creek Channel Daybeacon 2	TRUB	12210	0037ES	05/98
5865	Parker Creek Channel Daybeacon 6	TRUB	12210	0051ES	05/98
6080	Virginia Inside Passage DBN 145	TRUB	12210	0130ES	41/99
6580	Virginia Inside Passage Light 265	LT EXT	12224	0124ES	01/01
7050	Chesapeake Channel Lighted Buoy 4	RAC INOP	12205	0589HR	47/00
7110	Chesapeake Channel Lighted Buoy 14	LT EXT	12280	0002HR	01/01
7270	Chesapeake Bay Buoy 41A	BUOYDMGD	12225	0597HR	47/00
7385	Chesapeake Channel Lighted Buoy 54	LT EXT	12221	0637HR	01/01
7435	Tangier Sound Light	LT EXT	12225	0630BA	52/00
7760	Thomas Point Shoal Light	FS INOP	12270	0624BA	50/00
7970	Chesapeake Channel Lighted Buoy 95	OFF STA	12263	0003BA	01/01
8200	Brewerton Channel Lighted Buoy 12	LT EXT	12281	0640BA	01/01
8460	Upper Chesapeake Channel LB 14	LT EXT	12272	0650BA	01/01
8615	Upper Chesapeake Channel LB 37	LT EXT	12278	0644BA	01/01
9185	Back Creek Channel Light 29	DBN DMGD	12273	0663BA	01/01
9190	Back Creek Channel Light 30	DBN DMGD	12277	0664BA	01/01
11545	Warwick River Daybeacon 10	TRUB	12248	0299HR	26/00
12135	Swann Point Shoal Channel RR Light	LT EXT	12251	NONEHR	42/00
12585	Appomattox River Channel DBN 14	TRUB	12251	0711HR	39/99
13675	West Branch Channel Daybeacon 16	TRUB	12238	0285HR	25/00
13890	Aberdeen Creek Light 3	TRLB	12243	0388HR	32/00
14340	Ware River Light 9	TRLB	12238	0633HR	01/01
15785	Rappahannock River Buoy 78	OFF STA	12237	0404HR	33/00
18660	Alexandria Channel Lighted Buoy 7A	LT EXT	12285	0001BA	01/01
18670	Four Mile Run Warning Daybeacon A	DBN DMGD	12289	NONEBA	16/00
18685	Four Mile Run Warning Daybeacon D	TRUB/SOALING	12285	NONEBA	14/97
21405	Latimer Shoal Junction Buoy LS	MISSING	12224	0600HR	48/00
21665	Nassawadox Creek Daybeacon 8	TRUB	12226	1150HR	19/99
22545	Pocomoke River Channel Light 10	TRUB	12228	0588BA	48/00
22715	Tangier Sound Light	LT EXT	12228	0630BA	52/00
23145	Tyler Creek Channel Daybeacon 9	TRUB	12231	0120BA	07/00
23150	Tyler Creek Channel Light 11	TRLB	12231	0119BA	07/00
23405	Goose Creek Channel Light 4	DBN DMGD	12230	0654BA	01/01
23790	Wicomico River Channel Light 18	TRLB OFF STA	12230	0628BA	51/00
23905	Wicomico River Channel Light 39	TRLB	12261	0528BA	42/00
26860	Swan Creek Entrance Lighted Buoy 4	OFF STA/ADRIFT	12272	0642BA	01/01
26895	Rock Hall Harbor Light 5	LT EXT	12278	0619BA	50/00
26970	Shallow Creek Daybeacon 5	TRUB	12273	0246BA	14/00
27215	Gunpowder River Light 11	DBN DMGD	12274	0570BA	46/00
27585	Susquehanna River Junction LB A	OFF STA	12273	0645BA	01/01
28020	Oregon Inlet Lighted Buoy 11	OFF STA	12205	0192CH	51/00
28645	Hatteras Inlet Lighted Buoy 2	OFF STA	11555	0194CH	52/00
28647	Hatteras Inlet Buoy 3	ADRIFT	11555	0188CH	49/00

28690	Hatteras Inlet S Ferry Term JCT LT	TRLB	11555	0162CH	40/00
28750	Hatteras Inlet Light 16	TRLB	11555	0114CH	27/00
28755	Hatteras Inlet Daybeacon 17	DBN DEST	11555	0203CH	01/01
28765	Hatteras Inlet Light 19	DBN DEST	11555	0202CH	01/01
28900	Ocracoke Inlet Buoy 1	OFF STA	11548	0193CH	52/00
28905	Ocracoke Inlet Lighted Buoy 2	MISSING	11555	0164CH	40/00
29605	Swansboro Coast Guard Channel B 2	MISSING	11541	0409FM	50/00
29795	New River Channel Daybeacon 18	DBN DMGD/ IMCH	11541	0357FM	44/00
29835	New River Channel Light 31	TRLB	11542	0316FM	39/00
30082	Banks Channel Buoy 7A	OFF STA	11541	0401FM	49/00
30125	Banks Channel Light 18	LT EXT	11541	NONEFM	31/00
30140	New River/Cape Fear River JCT LT BC	TRLB	11541	0309FM	39/00
30143	Old Topsail Creek Buoy 7	MISSING	11541	0418FM	51/00
30255	Wrightsville Channel Daybeacon 25	DBN IMCH	11541	0361FM	44/00
30275	Carolina Beach Inlet Buoy 3	OFF STA	11534	0416FM	51/00
30577	Sunny Point Terminal LB 6S	OFF STA/LT IMCH	11534	0181FM	25/00
30610	Sunny Point Terminal Light 14	TRLB	11537	0341FM	41/00
30835	Cape Fear River Channel Light 57	MISSING	11537	0426FM	52/00
31125	Calabash Creek Light 4	TRLB	11534	0365FM	45/00
31135	Calabash Creek Daybeacon 7	TRUB	11534	0370FM	45/00
31155	Calabash Creek Daybeacon 12	TRUB	11534	0370FM	45/00
31935	Croatan Sound Light 8	TRLB	12204	0157CH	38/00
32075	Stumpy Point Target Warning Light E	TRLB	12205	0031CH	05/99
32190	Pamlico Sound South Light "S"	DBN DMGD	11555	0102CH	24/00
32375	Royal Shoal Light 5RS	LT EXT	11548	0204CH	01/01
32495	Brant Island Warning Light A	LT EXT	11548	NONEFM	40/99
32530	Brant Island Warning Light G	MISSING	11548	0399FM	40/99
32535	Brant Island Warning Daybeacon H	MISSING	11548	0399FM	48/00
32540	Brant Island Warning Daybeacon I	TRUB	11548	0399FM	48/00
32545	Brant Island Warning Light J	MISSING	11548	0399FM	48/00
32560	Brant Island Warning Light M	MISSING	11548	0399FM	48/00
32620	Brant Island Warning Light Y	DBN DMGD	11548	0399FM	48/00
32880	Wright Creek Daybeacon 6	DBN DMGD	11548	0070FM	11/00
33690	Pierce Creek Light 2	TRLB	11541	0002FM	01/01
34395	Core Sound Daybeacon 18A	MISSING	11550	0198CH	52/00
34460	Core Sound Light 19A	TRLB	11544	0314FM	39/00
34765	North River Buoy 8	TRUB	11545	0281FM	31/99
34920	Calico Creek Daybeacon 3	MISSING	11541	0348FM	41/00
36035	New Jersey ICW Daybeacon 272	TRUB	12316	0076AC	17/00
36755	Cape May Harbor Daybeacon 10	DBN DMGD	12316	0268AC	46/00
37420	Great Bridge Albemarle Sound LT 46	LT EXT	12207	0635HR	01/01
37440	Great Bridge Albemarle Sound LT 55	LT EXT	12206	0634HR	01/01
37660	Great Bridge Albemarle SD DBN 129	DBN DEST	12206	0182CH	48/00
39105	Bogue Sound/New River Daybeacon 48A	TRUB	11541	0395FM	48/00
39325	New Riv/Cape Fear River Daybeacon 6	DBN DMGD	11541	0412FM	50/00
39330	New Riv/Cape Fear River Light 9	TRLB	11542	0420FM	52/00
39460	New River/Cape Fear River DBN 69	DBN DMGD	11541	0382FM	47/00
39735	New River/Cape Fear River Buoy 155A	TRUB	11534	0377FM	46/00
40045	Cape Fear Little River DBN 2	TRUB	11534	0332FM	40/00
40205	Cape Fear Little River Daybeacon 41	DBN DEST	11534	0329FM	40/00
40320	Cape Fear Little River Daybeacon 75	TRUB	11534	0328FM	40/00
40340	Cape Fear Little River Buoy 81	OFF STA	11534	0383FM	47/00
40365	Cape Fear Little River Daybeacon 87	TRUB	11534	0362FM	44/00
40415	Cape Fear Little River DBN 103	TRUB	11534	0001FM	01/01

DISCREPANCIES CORRECTED (Since December 07, 2000)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNMR Ref.
1445	Cape May Inlet West Jetty Light 5	WATCHING PROPERLY	12214	0295AC	01/01
1630	Delaware Bay Main Channel LB 35	WATCHING PROPERLY	12304	0297AC	01/01
2520	Baker Range Lighted Buoy 4B	RELIGHTED	12311	0372PH	01/01
2580	Reedy Island Range Front Light	RELIGHTED	12311	0368PH	01/01
3495	Eagle Point Range Front Light	RELIGHTED	12312	0370PH	01/01
3970	Lehigh Lower Range Rear Light	RELIGHTED	12314	0373PH	01/01
8205	Brewerton Channel Lighted Buoy 14	RELIGHTED	12278	0640BA	01/01
8260	Fort McHenry Channel Lighted Buoy 8	RELIGHTED	12281	0643BA	01/01
8547	Upper Chesapeake Channel LB 31A	RELIGHTED	12272	0651BA	01/01
8870	Upper Chesapeake Channel LB 53	RELIGHTED	12274	0648BA	01/01
8920	Upper Chesapeake Channel LB 58	DISCONTINUED	12273	0646BA	01/01
8945	Elk River Channel Lighted Buoy 3	RELIGHTED	12274	0655BA	01/01
8980	Elk River Channel Lighted Buoy 9	RELIGHTED	12274	0656BA	01/01
8985	Elk River Channel Lighted Buoy 10	RELIGHTED	12274	0657BA	01/01
9020	Elk River Channel Lighted Buoy 14	RELIGHTED	12274	0658BA	01/01
9075	Elk River Channel Lighted Buoy 20	RELIGHTED	12274	0659BA	01/01

9080	Elk River Channel Light Buoy 21	RELIGHTED	12274	0667BA	01/01
9085	Elk River Channel Lighted Buoy 22	RELIGHTED	12273	0660BA	01/01
9095	Elk River Channel Lighted Buoy 23	RELIGHTED	12273	0661BA	01/01
9155	Elk River Channel Lighted Buoy 25	RELIGHTED	12277	0662BA	01/01
9160	Elk River Lighted Buoy 26	RELIGHTED	12273	0669BA	01/01
9545	Elizabeth River Channel LB 15	RELIGHTED	12245	0636HR	01/01
10860	Newport News Channel Lighted Buoy 7	RELIGHTED	12221	0631HR	52/00
28825	Rollinson Channel Light 33	REBUILT/RECOVERED	11555	0195CH	52/00

DISCREPANCIES (PRIVATE AIDS) (Since December 07, 2000)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
2795	Bulkhead Shoal CH LB 5	BUOYSINK	12311	0340PH	48/00
4905	Thorofare CH Buoy 12	OFF STA	12211	0110ES	47/00
7095	Chesapeake Channel Tunnel South Light,	BELL LT EXT	12221	0261HR	22/00
10334.2	Lynnhaven River E Branch Daybeacon 30	MISSING	12222	NONEHR	11/98
10334.3	Lynnhaven River E Branch Daybeacon 32	MISSING	12222	NONEHR	01/98
11330	Huntington Park Channel Daybeacon 2	DBN DMGD	12248	0485HR	38/00
13585	VA Power Intake Jetty Light A (York River)	LT EXT	12238	0348HR	28/00
17495	Harbor View DBN 6	DBN IMCH	12286	0384BA	28/00
17855	Nanjemoy Creek Daybeacon 8	DBN DMGD	12288	0225BA	12/00
18070	Qunatico Marina Barricks Fog Sig	RAC IMCH	12288	0308BA	22/00
19360	Herrington Harbor Entrance Daybeacon 2	DBN DMGD	12266	0251BA	04/00
20430	Pennwood Channel Range Front Light	LT EXT	12278	0294BA	31/98
20545	Sparrow Point Steel Work Channel				
	Range Front Light	LT EXT	12278	0156BA	08/00
21180	Fairfield Channel Buoy 4	BUOYSINK	12281	0250BA	14/00
23335	Jones Creek Daybeacon 11	MISSING	12230	0186BA	09/00
23340	Jones Creek Daybeacon 12	OFF STA	12231	0187BA	09/00
26875	Swan Creek DBN 10	DBN DMGD	12272	0605BA	48/00

DISCREPANCIES (PRIVATE AIDS) CORRECTED (Since December 07, 2000)

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
None					

III TEMPORARY CHANGES - TEMPORARY CHANGES CORRECTED: This section contains temporary changes and corrections to Aids to Navigation since **December 07, 2000**. When aids are temporarily relocated for dredging, a temporary correction shall be listed in **Section IV** giving the new position.

TEMPORARY CHANGES

LLNR	Name of Aid	Status	Chart Number	BNM Ref.	LNM Ref.
9552	Norfolk International Terminal				
	North Channel Lighted Buoy 4	RELOC/DREDGING	12245	NONEHR	43/00
30770	Cape Fear River Channel Light 47	TRLB	11537	0344FM	41/00
30785	Cape Fear River Lighted Buoy 49	RELOC/DREDGING	11537	NONEFM	51/00
30790	Cape Fear River Lighted Buoy 51	RELOC/DREDGING	11537	NONEFM	50/00
30795	Cape Fear River Light 52	TRLB	11537	NONEFM	41/00
30810	Cape Fear River Lighted Buoy 54	RELOC/DREDGING	11537	NONEFM	41/00
30815	Cape Fear River Light 55	TRLB	11537	NONEFM	41/00
40350	Cape Fear Little River Light 83	DISCONT/ DREDGING	11534	0387FM	47/00

TEMPORARY CHANGES CORRECTED

LLNR	Name of Aid	Status	Chart Number	LNM Ref.
None				

IV CHART CORRECTIONS

This section contains corrections to federal and private maintained Aids to Navigation, as well as NOS corrections. This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only. **The mariner must decide which Chart(s) to correct. The following example explains the individual elements of a typical chart correction.**

Chart Number ↓	Chart Edition ↓	Edition Date ↓	Last Local Notice to Mariners ↓	Horizontal Datum Reference ↓	Source of Correction ↓	Current Local Notice to Mariners ↓
12327 (TEMP) NY-NJ-NEW YORK HARBOR - RARITAN RIVER Add	91 st Ed. National Dock Channel Buoy 3, green can	04/19/97	LAST LNM 26/97	NAD 83	(CGD05)	50/97
↑ Corrective Action	↑ Object of corrective Action					40°41'09.0"N 074°02'48.1"W ↑ Position (Degrees, minutes, seconds and tenths)

The letter (M) immediately following the chart number indicates that the correction should be applied to the Metric side of the chart only. (Temp) Indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees true, clockwise from 000. Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM).

12201	23 rd ed.	05/29/1993	LAST LNM : 31/99 OPERATING AREAS - CAPE MAY TO CAPE HATTERAS (LORAN-C) DELETE Magenta line defining Pilot Area Approaches To the Chesapeake Bay	NAD 83	CGD05	01/01
				from	Chesapeake Channel Lighted Bell Buoy 2C 36-57-18.528N	075-58-22.246W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
	ADD		Magenta line defining Pilot Area Approaches To the Chesapeake Bay	from	Chesapeake Channel Lighted Bell Buoy 2C 36-57-18.528N	075-58-22.246W
				to	North Chesapeake Bay Entrance Lighted Gong Buoy NCD 36-56-48.930N	075-55-05.038W
				to	Chesapeake Bay Southern Approach Lighted Buoy 16 36-55-07.187N	075-55-12.403W
				to	Chesapeake Bay Southern Approach Lighted Buoy 15 36-54-58.594N	075-55-24.288W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
12205	25 th ed.	11/20/1999	LAST LNM : 51/00 CAPE HENRY TO PAMLICO SOUND DELETE Magenta line defining Pilot Area Approaches To the Chesapeake Bay	NAD 83	CGD05	01/01
				from	Chesapeake Channel Lighted Bell Buoy 2C 36-57-18.528N	075-58-22.246W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
	ADD		Magenta line defining Pilot Area Approaches To the Chesapeake Bay	from	Chesapeake Channel Lighted Bell Buoy 2C 36-57-18.528N	075-58-22.246W
				to	North Chesapeake Bay Entrance Lighted Gong Buoy NCD 36-56-48.930N	075-55-05.038W
				to	Chesapeake Bay Southern Approach Lighted Buoy 16 36-55-07.187N	075-55-12.403W
				to	Chesapeake Bay Southern Approach Lighted Buoy 15 36-54-58.594N	075-55-24.288W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
12207	20 th ed.	04/04/1998	LAST LNM 31/99 CAPE HENRY TO CURRITUCK BEACH LIGHT DELETE Magenta line defining Pilot Area Approaches To the Chesapeake Bay	NAD 83	CGD05	01/01
				from	36-56-00.360N	075-58-10.800W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
	ADD		Magenta line defining Pilot Area Approaches To the Chesapeake Bay	from	36-56-00.360N	075-55-06.000W
				to	Chesapeake Bay Southern Approach Lighted Buoy 16 36-55-07.187N	075-55-12.403W
				to	Chesapeake Bay Southern Approach Lighted Buoy 15 36-54-58.594N	075-55-24.288W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
12208	7 TH ed.	12/05/1998	LAST LNM 42/00 VA- APPROACHES TO THE CHESAPEAKE BAY DELETE Magenta line defining Pilot Area Approaches To the Chesapeake Bay	NAD 83	CGD05	01/01
				from	Chesapeake Channel Lighted Bell Buoy 2C 36-57-18.528N	075-58-22.246W
				to	Cape Henry Buoy 1 36-55-02.430N	075-57-59.945W
	ADD		Magenta line defining Pilot Area Approaches To the Chesapeake Bay	from	Chesapeake Channel Lighted Bell Buoy 2C	

			to	36-57-18.528N	075-58-22.246W
				North Chesapeake Bay Entrance Lighted Gong Buoy NCD	
			to	36-56-48.930N	075-55-05.038W
				Chesapeake Bay Southern Approach Lighted Buoy 16	
			to	36-55-07.187N	075-55-12.403W
				Chesapeake Bay Southern Approach Lighted Buoy 15	
			to	36-54-58.594N	075-55-24.288W
				Cape Henry Buoy 1	
				36-55-02.430N	075-57-59.945W
12221	71 st ed 08/05/2000 LAST LNM : 50/00	NAD 83		CGD05	01/01
	CHESAPEAKE BAY ENTRANCE				
	DELETE Magenta line defining Pilot Area Approaches				
	To the Chesapeake Bay		from	Chesapeake Channel Lighted Bell Buoy 2C	
				36-57-18.528N	075-58-22.246W
			to	Cape Henry Buoy 1	
				36-55-02.430N	075-57-59.945W
	ADD Magenta line defining Pilot Area Approaches		from	Chesapeake Channel Lighted Bell Buoy 2C	
	To the Chesapeake Bay			36-57-18.528N	075-58-22.246W
			to	North Chesapeake Bay Entrance Lighted Gong Buoy NCD	
				36-56-48.930N	075-55-05.038W
			to	Chesapeake Bay Southern Approach Lighted Buoy 16	
				36-55-07.187N	075-55-12.403W
			to	Chesapeake Bay Southern Approach Lighted Buoy 15	
				36-54-58.594N	075-55-24.288W
			to	Cape Henry Buoy 1	
				36-55-02.430N	075-57-59.945W
12222	40 th ed. 11/27/1999 LAST LNM 46/00	NAD 83		CGD05	01/01
	CHESAPEAKE BAY CAPE CHARLES TO NORFOLK HARBOR				
	DELETE Magenta line defining Pilot Area Approaches				
	To the Chesapeake Bay		from	Chesapeake Channel Lighted Bell Buoy 2C	
				36-57-18.528N	075-58-22.246W
			to	Cape Henry Buoy 1	
				36-55-02.430N	075-57-59.945W
	ADD Magenta line defining Pilot Area Approaches		from	Chesapeake Channel Lighted Bell Buoy 2C	
	To the Chesapeake Bay			36-57-18.528N	075-58-22.246W
			to	North Chesapeake Bay Entrance Lighted Gong Buoy NCD	
				36-56-48.930N	075-55-05.038W
			to	Chesapeake Bay Southern Approach Lighted Buoy 16	
				36-55-07.187N	075-55-12.403W
			to	Chesapeake Bay Southern Approach Lighted Buoy 15	
				36-54-58.594N	075-55-24.288W
			to	Cape Henry Buoy 1	
				36-55-02.430N	075-57-59.945W
12263	49 th ed. 05/09/1998 LAST LNM : 46/00	NAD 83		CGD05	01/01
	COVE POINT TO SANDY POINT				
	RELOCATE Chesapeake Bay Buoy 77A		from	38-28-15.000N	076-27-08.000W
			to	38-28-28.693N	076-27-20.924W
12264	27 th ed. 10/18/1997 LAST LNM : 37/00	NAD 83		CGD05	01/01
	CHESAPEAKE BAY: PATUXTENT RIVER AND VICINITY				
	RELOCATE Chesapeake Bay Buoy 77A		from	38-28-15.000N	076-27-08.000W
			to	38-28-28.693N	076-27-20.924W
12280	1 st ed. 05/25/1996 LAST LNM : 46/00	NAD 83		CGD05	01/01
	MD-VA-CHESAPEAKE BAY				
	RELOCATE Chesapeake Bay Buoy 77A		from	38-28-15.000N	076-27-08.000W
			to	38-28-28.693N	076-27-20.924W
	DELETE Magenta line defining Pilot Area Approaches				
	To the Chesapeake Bay		from	Chesapeake Channel Lighted Bell Buoy 2C	
				36-57-18.528N	075-58-22.246W
			to	Cape Henry Buoy 1	
				36-55-02.430N	075-57-59.945W
	ADD Magenta line defining Pilot Area Approaches		from	Chesapeake Channel Lighted Bell Buoy 2C	
	To the Chesapeake Bay			36-57-18.528N	075-58-22.246W
			to	North Chesapeake Bay Entrance Lighted Gong Buoy NCD	
				36-56-48.930N	075-55-05.038W
			to	Chesapeake Bay Southern Approach Lighted Buoy 16	
				36-55-07.187N	075-55-12.403W
			to	Chesapeake Bay Southern Approach Lighted Buoy 15	
				36-54-58.594N	075-55-24.288W
			to	Cape Henry Buoy 1	

A weekly electronic update service is now available for NOAA's digital, raster nautical charts. All Notice to Mariner corrections from USCG, NIMA and CHS are included. The service is provided via a partnership between NOAA and Maptech, Inc. Further information is available from NOAA at 301-713-2770, <http://chartmaker.ncd.noaa.gov> or from Maptech at 978-933-3000, <http://www.maptech.com>.

V ADVANCE NOTICES: This section contains advance notice of approved projects or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

ELIZABETH RIVER AND NORFOLK INTERNATIONAL TERMINAL

The Virginia Port Authority continues to modify the approach to Norfolk International Terminal North Channel necessitating the following changes in buoy locations:

Buoy	Location
Elizabeth River Channel Lighted Buoy 11 (9525)	36-55-51.753N 076-20-11.249W
Norfolk International Terminal North Channel Buoy 1N (9551) to be renamed NIT North Channel Buoy 5 (9552.1)	36-55-43.346N 076-19-59.534W
Norfolk International Terminal North Channel Lighted Buoy 2 (9551.5)	36-55-36.779N 076-20-04.921W
Norfolk International Terminal North Channel Buoy 4 (9552)	36-55-35.729N 076-20-01.070W

Changes will be made when dredging operations are complete.

VI PROPOSED CHANGES: This section contains notice of **non-approved**, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to: **Commander, Fifth Coast Guard District (Aoww), 431 Crawford Street, Portsmouth, VA 23704-5004**, unless otherwise noted.

MD -PATAPSCO RIVER - Shallow Creek - AtoN Change

The Coast Guard will be removing the lighting equipment from Shallow Creek Light 6 (LL 26975) and Light 9 (LL 26990). After such time; the Coast Guard will transfer ownership of Shallow Creek Daybeacon 3 (LL 26960), Daybeacon 4 (LL 26965), Daybeacon 5 (LL 26970), Daybeacon 6 (LL 26975), Daybeacon 7 (LL 26980), Daybeacon 9 (LL 26990) and Daybeacon 10 (LL 26995), to the State of Maryland. Comments on this proposal should be forwarded to the above address no later than **January 15, 2001**.

LNM 49/00

DE - SMYRNA RIV TO WILIMINGTON - NEW CASTLE RANGE FRONT LIGHT CHARACTERISTICS CHANGE

The U.S. Coast Guard proposes to change the characteristics of New Castle Range Front Light (LLNR 2730) from Quick Flashing Green to ISO Green 2 sec. Comments on this proposal should be forwarded to the above address or Ensign Robert A.K. Nakama at (757) 398-6331, e-mail RNakama@LANTD5.uscg.mil no later than **January 07, 2001**.

LNM 49/00

VII GENERAL: This section contains information of general concern to the mariner. Mariners are advised to use caution while transiting these areas.

CONSTRUCTION/DREDGING LOCAL NOTICE TO MARINERS NOTIFICATION DEADLINES

Construction and dredging companies should notify **D5(Aow)** at least 3 weeks prior to operation begin date for information to be published in the Local Notice to Mariners. It is requested that notification be delivered by fax and followed up by telephone. Fax# (757)398-6334 or (757)398-6303 and voice Phone# (757)398-6225 or (757)398-6486.

DREDGING OPERATIONS

The following is a list of dredging operations being conducted in the Fifth Coast Guard District. Mariners should be aware that the dredge and pontoon lines are held in place by cables, which are attached to anchors some distance from the dredge and pontoons. Buoys are attached to the anchors so that they may be moved as the dredge advances. Mariners are advised that dredges, tugs, barges, submerged and or floating navigation may be temporarily relocated to facilitate dredging. The dredge and related equipment will be lighted and marked in accordance with International or Inland Navigation Rules and the dredge will monitor Channels 13 and 16 VHF-FM unless otherwise noted. Mariners are cautioned to strictly comply with Inland Navigation Rules when approaching, passing and leaving the area of operation, to remain a safe distance from the equipment, and to contact the dredge for specific transiting information.

LOCATION	DATE	DREDGE	LNM
DE - CHRISTINA RIVER CONSTRUCTION	15 DEC 2001		39/00
DE - CHRISTINA RIVER - DREDGING	31 JAN - 15 MAR 2001	ESSEX	01/01
NJ - SHARK RIVER ROUTE 35 BRIDGE REPLACEMENT	02 JAN 2003		38/00
MD - BALTIMORE HARBOR AND CHANNELS	25 JAN 2001	DREDGE 54 & 51	39/00
MD - POPLAR ISLAND HABITAT - DREDGING	15 FEB 2001	PULLEN	36/00
MD - MIDDLE RIVER	15 FEB 2001		40/00
MD -VA- POTOMAC RIVER-WOODROW WILSON BRIDGE	15 FEB 2001	WEEKS 536	41/00
VA - VIP - RAMSHORN CHANNEL - DREDGING	15 JAN - 15 MAR 2001	BLUE RIDGE	01/01
VA - JAMES RIVER	UNTIL FURTHER NOTICE	JECKELL ISLAND	01/01
VA - HAMPTON ROADS NORFOLK HARBOR CONSTR	JUN 2002	TIDEWATER CONSTR	12/00
VA - ELIZABETH RIVER NORFOLK NAVAL SHIPYARD	JUL 2002	TIDEWATER CONSTR	05/00
VA - RUDEE INLET DREDGING	UNTIL FURTHER NOTICE	RUDEE II	01/01
NC - PAMLICO SOUND - ROLLINSON CHANNEL	10 DEC - 15 JAN 2001	MARION	49/00

NC – ATLANTIC – ICW – CONSTRUCTION	31 JUL 2001	-----	16/99
NC – ATLANTIC – ICW – LOCKWOODS FOLLY	10 DEC – 15 JAN 2001	RICHMOND	49/00
NC – ATLANTIC – ICW – SUNSET BEACH BRIDGE	01 DEC – 15 JAN 2001	BLUERIDGE	49/00
NC – CROATAN SOUND – BRIDGE CONSTRUCTION	DEC 2001	-----	09/99
NC – CAPE FEAR RIVER LOWER BRUNSWICK CHANNEL TO KEG ISLAND DREDGING	UNTIL FURTHER NOTICE	ILLINOIS	01/01

SUMMARY OF SHOALING

The following list is a summary of shoaling within the Fifth Coast Guard District articles published in the **Local Notice to Mariners**. For the complete article see the number listed under REF LNM. However shoaling is subject to continual change. In many inlets hydrography is not shown due to frequent changes. All mariners are urged to use caution when transiting these areas.

LOCATION	PUBLISHED DATE	CHART	REF LNM
NJ - ICW - TOW ISLAND	26 MAY 98	12316	21-98
NJ - MANASQUAN INLET	10 FEB 98	12324	06-98
NJ - DE - DELAWARE BAY MAIN CHANNEL	28 JUL 98	12304	30-98
NJ – BARNEGAT INLET	01 AUG 00	12323	31/00
DE - MURDERKILL RIVER	05 MAY 98	12304	18-98
MD - OCEAN CITY INLET	10 FEB 98	12211	06-98
MD - ICW - CAPE MAY CANAL	24 MAR 98	12316	12-98
MD - CHESAPEAKE BAY - KNAPPS NARROWS	07 JUL 98	12266	27-98
MD - ISLE OF WIGHT BAY	14 NOV99	12211	44-99
MD – CHESAPEAKE BAY – KENT NARROWS	21 APR 00	12272	18-00
VA - CHINCOTEAGUE CHANNEL	14 NOV 99	12210, 12211	46-99
VA – LONG CREEK	11 APR 00	12205	18-00
NC - OREGON INLET	22 JUN 99	12204, 12205	25-99
NC – SHALLOTTE INLET	21 MAR 00	11541	12-00
NC - ELIZABETH RIVER SOUTHERN BRANCH	13 JAN 98	12206	02-98
NC - CAUSEWAY CHANNEL	13 JAN 98	11541	02-98
NC - CAPE FEAR RIVER	21 APR 98	11537	16-98
NC - NEW RIVER INLET	28 APR 98	11542	17-98
NC - ROLLINSON CHANNEL	06 OCT 98	11555	40-98
NC - WALTER SLOUGH CHANNEL	14 JUL 98	12205	28-98
NC - MOREHEAD CITY CHANNEL	14 OCT 97	11545	41-97
NC – WEST BAY MILE MARKER LT 3	06 JUN 00	11548	23-00

INFORMATION CONCERNING BRIDGES ACROSS NAVIGABLE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following is a list of operating information for certain bridges within the Fifth Coast Guard District. Mariners are advised that the bridges may be operating on a temporary schedule, with reduced clearances, undergoing bridge repairs or under new bridge construction. Mariners are advised to proceed with caution, comply with Inland Navigation Rules at all bridges and to contact the bridge on channels 13 and 16 VHF-FM. For more information refer to the referenced **Local Notice To Mariner** or contact **Commander, Fifth Coast Guard District (Aowb)**, at (757)-398-6222.

BRIDGE	TYPE	WATERWAY	MILE	SUBJECT	LNM
Tacony Palmyra Bascule Bridge		Delaware River	107.2	Bridge repairs	37/00
Beesley Pt. Route 9	SW	Great Egg Harbor	3.5	Bridge repairs	52/00
Chesapeake City MD	F	C & D Canal	13.0	Bridge painting	38/00
Cape May Canal Railroad	SW	ICW	115.1	Bridge Information	13/00
I-295 Highway	F	Rancocas Creek	8.0	Bridge Reconstruction	31/96
William Preston Lane JR., MD	F	Chesapeake Bay	138.0	Bridge Painting	19/98
Fairfield	F	AICWW	113.8	Bridge Construction	42/99
Wrightsville Beach Bridge					
No 12	DR	AICWW	283.1	Bridge Repairs	48/00
Croatan Sound South of 64-264 Bridge		Croatan Sound		Bridge Construction	23/98
Amtrack Swing Bridge		Susquehanna River	1.0	Bridge repairs	28/00

KEY: F=Fixed, DR=Draw, RIV=River, CH=Channel, HBR=Harbor, AICWW=Atlantic Intracoastal Waterway, B=Bascule, E=East(Eastern), W=West(Western), S=South(Southern), N=North(Northern), SW=Swing Bridge, SYS=System, RR=Railroad, Sked=Schedule, Constr=Construction, Rest=Restricted, SR=State Route, RSP=Removable Span, VL=Vertical Lift

SUMMARY OF GENERAL ARTICLES IN EFFECT FOR THE WATERS OF THE FIFTH COAST GUARD DISTRICT

The following general information articles are in effect for the Fifth Coast Guard District. Information Articles will be published once upon request to **Commander, Fifth Coast Guard District (Aoww), 431 Crawford Street, Portsmouth, VA 23704-5004** via written correspondence, FAX at (757) 398-6303 or at the LANTAREA Office Aids to Navigation INTERNET SITE listed on the cover.

NJ – PA – DELAWARE RIVER – Philadelphia and Camden Waterfronts – Bridge Application Amendment

The Coast Guard has received an amended application for a bridge permit from Fredric R. Harris, Inc., on behalf of the Delaware Port Authority (DRPA). On March 22, 1999, the Coast Guard issued Public Notice 5-955 outlining DRPA's proposed construction of an aerial tram across the Delaware River. On December 6, 1999, design modifications were made in issuing Supplemental Public Notice 5-963. As a result of additional design modifications, issuance of this supplemental public notice is requisite. This application proposes construction of an aerial tram across the Delaware River, at mile 99.6, between Penns Landing in the City of Philadelphia and the Camden Waterfront to facilitate pedestrian traffic via cable cars or gondolas. Comments on this proposal should be forwarded to **COMMANDER, ATLANTIC AREA (Aowb), 431 CRAWFORD STREET, PORTSMOUTH VIRGINIA, 23704-5004** through

January 4, 2001. Copies of **PUBLIC NOTICE 5-971**, which describes the proposal in detail can be obtained by writing to the above address or by calling (757) 398-6629.

LNM 50/00

NJ - GREAT EGG HARBOR INLET - Great Egg Harbor Bay - Bridge Repair - The Route 9/Beesleys Point Bridge, at mile 3.5, across Great Egg Harbor Bay, between Somers Point and Beesleys Point, in New Jersey, will remain closed to vessels from 7 a.m. on January 22, through 5 p.m. on March 22, 2001. This closure is necessary to complete the installation of a new bridge deck. Mariners are advised to plan their trips accordingly.

LNM 52/00

DE – CHRISTINA RIVER - Dredging

The dredge ESSEX will be conducting dredging operations in the Christina River from January 31, 2000 until March 15, 2001. Mariners are requested to stay clear of the dredge, pipelines, barges, derricks and buoys marking wires and anchors. The dredge and pontoon lines are held in place by cables, which are attached to the anchors some distance from the equipment. Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredge location and strictly comply with the Inland Rules of the Road.. Owners and lessees of fishnet, crabpots and other structures which may hinder navigation should remove these from the area where tugs, tenders and other equipment will be navigating. Since the project will be conducted 24 hours a day 7 days a week, all fishnets, crabpots and structures remaining in the area must be marked with clearly visible buoys and lights. The dredge operator will standby on Channels 13 & 16 VHF-FM.

LNM 01/01

MD – UPPER CHESAPEAKE BAY – Choptank River – Temporary Mooring Buoy

Coastal Design and Construction (Gloucester, VA.) will deploy a three foot white with blue stripe mooring buoy for it's Hyatt Resort, Cambridge, MD. Project (Chart 12268) in position 38-34-00.0 N, 76-02-20.0 W The buoy will remain in position until May 31, 2001.

LNM 52/00

VA – VIRGINIA INSIDE PASSAGE – Ramshorn Channel - Dredging

The dredge BLUE RIDGE will be conducting dredging operations in the Virginia Inside Passage- Ramshorn Channel from January 15, 2001 until March 15, 2001. Mariners are requested to stay clear of the dredge, pipelines, barges, derricks and buoys marking wires and anchors. The dredge and pontoon lines are held in place by cables, which are attached to the anchors some distance from the equipment. Mariners are requested to exercise extreme caution when. The dredge operator will standby on Channels 13 & 16 VHF-FM.

LNM 01/01

VA – SEACOAST – Rudee Inlet – Dredging

The Dredge Rudee II will be conducting dredging operations in Rudee Inlet Mon. – Thurs. 7 a.m. to 2 a.m., Sat. & Sun. 6 a.m. to 7 p.m. weather conditions permitting. The dredge will be standing by on Channels 13 and 16 VHF-FM. . Mariners are advised to stay clear of the dredge, barges and assisting vessels and to transit the area with caution.

LNM 01/01

VA – JAMES RIVER – Dredging

The dredge JEKYL ISLAND will be conducting dredging operations in the James River between Dancing Point and Swann Point from December 20, 2000 until January 10, 2001. Mariners are requested to stay clear of the dredge, pipelines, barges, derricks and buoys marking wires and anchors. The dredge and pontoon lines are held in place by cables, which are attached to the anchors some distance from the equipment. Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredge location and strictly comply with the Inland Rules of the Road. Owners and lessees of fishnet, crabpots and other structures which may hinder navigation should remove these from the area where tugs, tenders and other equipment will be navigating. Since the project will be conducted 24 hours a day 7 days a week, all fishnets, crabpots and structures remaining in the area must be marked with clearly visible buoys and lights. The dredge operator will standby on Channels 13 & 16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage.

LNM 52/00

VA – ELIZABETH RIVER – Norfolk International Terminal - Dredging

The dredge PULLEN will be conducting dredging operations in the Elizabeth River at Norfolk International Terminal from December 20, 2000 until January 03, 2001. Mariners are requested to stay clear of the dredge, pipelines, barges, derricks and buoys marking wires and anchors. The dredge and pontoons lines are held in place by cables, which are attached to the anchors some distance from the equipment. Mariners are requested to exercise extreme caution when approaching, passing and leaving the dredge location. Owners and lessees of fishnet, crabpots and other structures which may hinder navigation should remove these from the area where tugs, tenders and other equipment will be navigating. Since the project will be conducted 24 hours a day 7 days a week, all fishnets, crabpots and structures remaining in the area must be marked with clearly visible buoys and lights. The dredge operator will standby on Channels 13 & 16 VHF-FM. Traffic should call 30 minutes prior to expected time of passage.

LNM 52/00

NC – COASTAL – CAPE FEAR RIVER TO MOREHEAD CITY CHANNEL – Crane Barge Transit.

The company Konecranes will be transporting a container crane by barge from Wilmington North Carolina State Port Authority to Morehead City State Port Authority. The company plans to load the crane onto the barge on January 2, 2001, at a time that has yet to be determined. For safety, the Coast Guard Captain of the Port Wilmington, North Carolina is requiring all vessels to keep 75 yards abeam of the barge and create no wake at all times while loading operations are being conducted. The barge is scheduled to begin its transit on January 6, 2001, unless weather conditions prohibit operations. Once underway, the boom will be oriented perpendicular to the centerline of the barge. The total width of the barge with boom extended is 243FT wide. The height of the crane is 270FT. For safety, the Coast Guard Captain of the Port Wilmington, North Carolina is requiring all vessel to keep at least 500 yards ahead and astern, and 75 yards abeam of the barge at all times while it is enroute to the Morehead City State Port Authority. During the voyage no person or vessel may come within these distances unless first contacting the tug towing the barge or the Coast Guard vessels accompanying the tow on CH 16 and or 13 VHF FM.

LNM 01/01

VIII LIGHT LIST CORRECTIONS FOR COMDTPUBP16502.2 VOLUME II 2000 EDITION

An asterisk*, indicates the column in which a correction has been made or new information added.

LLNR	Name and Location	N/W Position	Characteristic	Ht	Rng	Structure	Remarks	LNМ
873	- NORTH BREAKWATER LIGHT 2	40 11 15N 74 00 28W *	FI R 4s	33	10	TR on multi- pile structure.		01/01
7585	USN Aerial Gunnery Area Lighted Bell Buoy D	38 13 04N 76 19 15W *	FI Y 2.5s		4	Yellow.	Replaced by nun when endangered by ice.	01/01
19762	NAVAL ANCHORAGE LIGHT A		FI Y 2.5s	15	3 *	NW on pile.		01/01

REPORT DEFECTS IN AIDS TO NAVIGATION TO THE NEAREST COAST GUARD UNIT

J. E. SHKOR
VICE ADMIRAL, U. S. COAST GUARD

FLOTILLA 1-5 (NORTHERN DELAWARE) U.S.C.G. AUXILLARY BOATING CLASSES SCHEDULE

1. BOATING SKILLS & SEAMANSHIP

Location: Ommelation Hunter Ed. Center
1205 River Road - Route #9
New Castle, De. 19720

Course Info: FEB 6, 2001 - from 7:00-9:15 p.m. running for 6 weeks

AND

MARCH 27, 2001 – from 7:00 – 9:15 p.m. running for 6 weeks

Cost: \$30.00

Contact: Paul Eldridge 302-737-4479

2. SAILING FUNDAMENTALS

Location: Chase White Clay Center, Bldg 200,
Ogletown RD Route # 273
Newark, De, 19711

Course Info: FEB 27, 2001 - from 7:00 - 0915 p.m. running for 7 weeks

Cost: \$25.00

Contact: Mel Flamer 302-654-0978

3. BOATING SKILLS & SEAMANSHIP

Location: Stanton Middle School
Limestone Rd.
Stanton, De. 19711

Course Info: MARCH 01, 2001- from 7:00 – 9:15 p.m. running for 6 weeks

Cost: \$30.00

Contact: Carl Brzozowski Sr 302-994-6214